

# **LOCAL GOVERNMENT ASSISTANCE, GRANT, AND MATCH PROGRAMS**

- Routine Airport Maintenance Program
- State Infrastructure Bank
- Local Government Assistance Program (City and County Roads)
- Transportation Alternatives Set-Aside Program (Bicycle and Pedestrian)
- Highway Bridge Program
- Equivalent Match Program
- Economically Disadvantaged County Program
- Traffic Safety Grants
- Federal Transit Administration Grants



**Texas Department of Transportation (TxDOT):** Public website offering information and resources for drivers, businesses, government officials, and anyone interested in learning about TxDOT.



**TxDOT 2025-2026 Educational Series:** Focuses on key transportation issues affecting TxDOT and Texas.



## OVERVIEW

The Texas Department of Transportation (TxDOT) facilitates a variety of grants, programs, and initiatives to help local governments build and maintain roads and provide public transportation services within their jurisdictions. As state and local governments face the challenges of increasing traffic due to population growth and economic expansion, TxDOT and local governments must work together to maximize the benefits provided through joint planning and funding of critical projects, and effectively maintaining current facilities. The following resources listed are some of the most accessed grants and match programs provided by TxDOT for local governments.

## ROUTINE AIRPORT MAINTENANCE PROGRAM (AVIATION)

The Routine Airport Maintenance Program, first created by TxDOT in 1996, helps airports fund eligible maintenance activities to preserve investments in airport infrastructure. Using state legislatively-appropriated Texas Aviation Facilities Development Program funds, TxDOT provides Routine Airport Maintenance Program grants to help

facilitate maintenance and improvements for lower-cost airside and landside needs. The grants may be used for runway and taxiway pavement and lighting, security fencing, automated weather observing systems, and fueling systems. For any eligible project, the state matches up to \$100,000 per airport for each fiscal year. The cost share for the local sponsor, i.e., the local government that owns the airport, is 10 percent of the project's actual cost plus any amount exceeding \$100,000 in total costs. TxDOT determines the eligibility of specific items and places priority on maintaining the airside – the portion of the airport where aircraft movements actually take place – over maintenance and improvements on an airport's landside, which include parking lots, terminal buildings, and roads used by passenger vehicles. Local governments can issue contracts for the work, or the local TxDOT district can perform the services in some instances.

**For more information, contact: TxDOT's Aviation Division**



**TxDOT Routine Airport Maintenance Program**

<https://www.txdot.gov/business/grants-and-funding/routine-airport-maintenance-program-ramp.html>



## STATE INFRASTRUCTURE BANK

The State Infrastructure Bank (SIB) is a revolving loan fund that allows borrowers to access capital funds at interest rates based on the Municipal Market Index, the length of the loan, the borrower's credit rating, and the borrower's economically disadvantaged county status. The goal of the State Infrastructure Bank program is to provide innovative financing methods to communities to help meet their local infrastructure needs. The Texas Transportation Commission may grant State Infrastructure Bank financial assistance to any public or private entity authorized to construct, maintain, or finance an eligible transportation project. Eligible costs include all costs incidental to the construction of public highways such as construction, utility relocation, right-of-way acquisition, appraisal and testing, engineering, surveying, and inspection. Projects must be consistent with transportation plans developed by the local Metropolitan Planning Organization. Borrowing entities located within an Economically Disadvantaged County, as defined by, Section 222.053(a), Texas Transportation Code, may be eligible for reduced interest rates.

**Contact: TxDOT's Project Finance, Debt, and Strategic Contracts Division**



### State Infrastructure Bank

<https://www.txdot.gov/business/grants-and-funding/state-infrastructure-bank.html>

## LOCAL GOVERNMENT ASSISTANCE PROGRAM

Section 201.706, Texas Transportation Code, requires TxDOT to provide a minimum amount of materials to assist counties with the repair and maintenance of county roads and bridges. Materials may include surplus materials already possessed by TxDOT or new materials. County government officials should contact their local TxDOT District Engineer to obtain additional information about this program.

Rider 19 of the General Appropriations Act, (88th Legislature, Regular Session, 2023) also requires TxDOT to assist cities and counties with roadway maintenance by providing engineering and maintenance expertise and, when available, providing surplus materials. Surplus materials will only be offered to cities after TxDOT has met its obligations under Section 201.706, Transportation Code.

**Contact: TxDOT District Engineers**



### TxDOT District Profiles and Contacts

<https://www.txdot.gov/about/districts.html>

## TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (BICYCLE AND PEDESTRIAN)

TxDOT administers the Transportation Alternatives Set-Aside Program, for locally-sponsored bicycle and pedestrian infrastructure and planning projects across the state. These projects must be located in communities with populations of less than 200,000 and outside the urbanized core of metropolitan areas. The projects must be large-scale or high-impact that substantively improve mobility options statewide, regardless of population size. In large, urbanized areas with populations over 200,000, Transportation Alternatives Set-Aside funds are distributed directly to Metropolitan Planning Organizations to administer according to their needs. Projects for the program are selected through competitive processes.

**Contact: TxDOT's Public Transportation Division**



### Transportation Alternatives Set-Aside Program

<https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html>



## HIGHWAY BRIDGE PROGRAM

The Highway Bridge Program is a rehabilitation and replacement program that TxDOT uses for both state and locally-owned bridges. The program utilizes a mix of federal and state funding to enable local governments to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

**Contact: TxDOT District Engineers**

## EQUIVALENT MATCH PROGRAM

Bridge projects that are programmed for replacement or rehabilitation through the Highway Bridge Program receive federal money to pay for 80 percent of the bridge-related work. Those projects require a 20 percent match by the bridge owner. In the case of bridges owned by local municipalities, TxDOT covers 10 percent and the owner covers the other 10 percent. Additionally, the 10 percent match required by local owners may be further reduced if they are identified as Economically Disadvantaged Counties (see below).

The Equivalent Match Program is a mechanism that allows the local match participation requirement on federal off-system bridge program projects to be waived, provided the local government agrees to perform structural improvement work on one or more of its load-carrying deficient bridges or other cross-drainage structures.

This work can fully or partially offset the required local match participation. Bridge owners receive a bridge inspection report with maintenance and repair recommendations for each bridge in their inventory, and the Equivalent Match Program work can be chosen from those recommendations.

**Contact: TxDOT District Engineers**



**TxDOT District Engineers**

<https://www.txdot.gov/about/districts.html>

## ECONOMICALLY DISADVANTAGED COUNTY PROGRAM

Chapter 223, Texas Transportation Code, grants the Texas Transportation Commission the ability to reduce the minimum local matching funds requirement for economically disadvantaged counties.

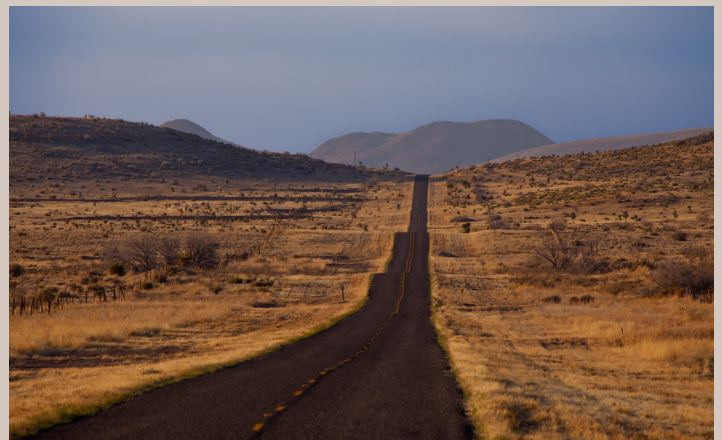
An economically disadvantaged county, when compared to other counties in the state, must have the following characteristics:

- Below average per capita taxable property value;
- Below average per capita income; and
- Above average unemployment; or
- Met the standard criteria within the last six years and been included in no less than five, federally-declared disasters within the same time period.

TxDOT identifies eligible counties that meet all three of the criteria above using data obtained from the Texas Comptroller of Public Accounts on an annual basis. The amount of relief granted to eligible projects is based on a formula developed to measure a local government's effort and ability to provide their local match for projects.

Counties that have met the three criteria within the past six years and have been included in no less than five, federally-declared disasters within the same timeframe, as set by the Federal Emergency Management Agency, are eligible to receive an adjustment to the local matching funds' requirement based on the highest adjustment rate set in the last year the county was considered to meet the criteria.

**Contact: TxDOT District Engineers**





## FEDERAL TRANSIT ADMINISTRATION GRANTS

TxDOT distributes grant funds; ensures compliance with program requirements; and promotes safety, coordination, partnerships, and best practices for federal transit grants. TxDOT administers Federal Transit Administration grants for specific purposes, and each grant has separate eligibility and funding requirements.

- Rural Areas Program – TxDOT provides federal funds for capital, planning, and operating assistance to support public transportation in the 36 transit districts in rural areas and small “non-urbanized” cities in Texas. The program helps people in rural areas with access to healthcare, religious services, shopping, education, employment, and recreation.
- Enhanced Mobility of Elderly Individuals and Individuals with Disabilities – TxDOT provides federal funds to public and private nonprofit entities for the mobility of seniors and individuals with disabilities. Grants are for the operation of capital equipment, preventive maintenance, and the purchase of service.
- Bus and Bus Facilities Program – TxDOT administers federal funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities in rural and small urban areas.
- Statewide and Non-metropolitan Transportation Planning Programs – TxDOT administers federal funds and sets the procedural requirements to ensure that multimodal transportation planning in the state is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities in rural areas.
- Transit Scholarship Program – TxDOT administers the Transit Scholarship Program to provide transit scholarships, enabling agencies to send employees to transit-related training or transit “rodeos,” and obtain reimbursement for training and travel-related expenses. Transit rodeos offer competitive venues where transit drivers and mechanics demonstrate their skills and best practices, share knowledge, and compete to advance to state and national competition.

**Contact: TxDOT’s Public Transportation Division**



### Public Transportation Division

<https://www.txdot.gov/about/divisions/public-transportation-division.html>



## TRAFFIC SAFETY GRANTS

Traffic Safety Grants are funded by the National Highway Traffic Safety Administration and administered by TxDOT. Educational institutions, local governments, nonprofit organizations, and state agencies can submit traffic safety proposals for funding consideration by TxDOT. Requests for proposals start in November each year and end in early January the following year. Examples of Traffic Safety Grants include increased enforcement, traffic safety training, driver behavior education and outreach programs to reduce fatalities, injuries, and crashes on Texas roadways. Program areas include reducing impaired driving, discouraging distracted driving, and encouraging the use of driver and passenger seat belts.

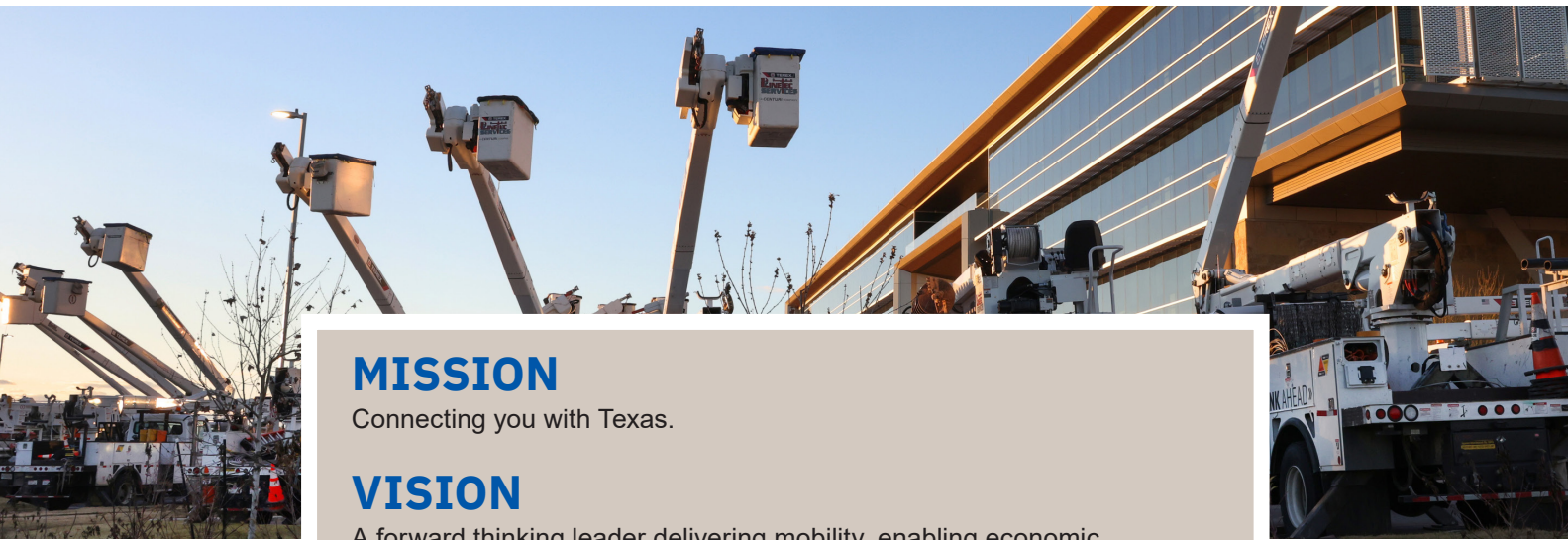
**Contact: TxDOT’s Traffic Safety Division**



### Traffic Safety Grants

<https://www.txdot.gov/business/grants-and-funding/traffic-safety-egrants.html>





## MISSION

Connecting you with Texas.

## VISION

A forward thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.



## VALUES

### People

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

### Accountability

We accept responsibility for our actions and promote open communication and transparency at all times.

### Trust

We strive to earn and maintain confidence through reliable and ethical decision-making.

### Honesty

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.



## PRIORITIES

### Safety

Design, build, operate, and maintain our transportation system with safety as our #1 priority.

### Delivery

Responsible program execution throughout the transportation life cycle (planning, design, construction, maintenance, and operations).

### Innovation

Forward-thinking, technology-focused, fostering a culture of continuous improvement.

### Stewardship

Professional, responsible stewards of resources.

